

OREGON CITY ENTERPRISE

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FORTY-SEVENTH YEAR—No. 2.

OREGON CITY, OREGON, FRIDAY, JAN. 10, 1913.

ESTABLISHED 1886

PACIFIC HIGHWAY BOON TO OREGON

\$6,000,000 IN CASH TO BE BROUGHT INTO STATE FOR WORK

TOURISTS TO BIG FAIR WOULD PAY

Big Sum Does Not Include Investments That Would Result From Influx of Easterners

Whether Oregon will spend \$2,000,000 in the next two years to make good roads, with a cash return of \$6,000,000 from tourist travel alone is not certain in 1913, or whether the opportunity of the San Francisco exposition is to be permitted to slip away by the policy of present economy, is put squarely up to the legislature and people of Oregon by Major Henry L. Howley, former state highway commissioner of Washington in a remarkable report on the state's highway needs made public Saturday.

The report, which is made to the Pacific Highway Association, of which he is executive officer, with headquarters in Portland, leads off with this statement:

"The completion by 1915 of a first-class highway on reasonable grades, from the northern boundary of California to British Columbia, is of more importance commercially to the states of Oregon and Washington than the opening of the Panama Canal."

"The coming seasons of the legislatures in Oregon and Washington will be the last opportunity of these two states to avail themselves of an opportunity so gigantic in its potentiality that the state hesitates to accept it. Its possibilities at first consideration," he continues.

"The importance of this highway to California and British Columbia is not discussed in the report. The reason, Major Howley explains, is the simple one that California has already provided \$20,000,000 for her road system, all of which is to be spent by 1915; while British Columbia, with only 500,000 people, in 1912 expended \$5,500,000 on her roads, an average per capita of \$11, and is preparing to spend \$8,000,000 more in 1913.

"As against this, he shows how only \$2,000,000 expended on north and south Washington, will prepare the way for these states to grasp the most wonderful opportunity of development the Northwest has ever had.

Major Howley is recognized as one of the foremost authorities on road building and highway problems in the United States. Samuel Hill, president of the Home Telephone Company of Portland and vice-president of Washington of the Pacific Highway Association, himself a noted good roads authority, says Major Howley is the foremost authority.

While highway commissioner of Washington he made a remarkable record as a road builder. His present report is based on months of study of the situation in Oregon and Washington for the Pacific Highway Association.

In his report Major Howley cites impressive facts and figures to show the important relation between development in 1915 and the condition of the roads. It is a question, he says, of whether it is made possible for the tourist and investor to look over the state, or whether poor and impassable roads bar him out.

"On December 28, 1912," his report reads in this connection, "there were registered in California 92,153 automobiles, exclusive of motorcycles. Of this number 4700 are commercial machines, trucks, delivery automobiles, etc. That is, there are approximately 87,000 pleasure cars in California.

"New machines have been registered at an average rate of 3000 a month. New York state only has more machines, viz., 113,000. New York has 13,500,000 population, California has 2,500,000. By 1915 California will have 125,000 to 130,000 pleasure automobiles. During that year approximately 30,000 machines will go to California to enjoy her roads and visit the great Panama-Pacific exposition. Conservatively there will be 125,000 automobiles in California in 1915.

"The question is, How many of these 125,000 automobiles will come north in Oregon and Washington?"

"As the roads now are, practically none of them. For the benefit of those without personal knowledge of the road, it is sufficient to state that there is no means today of getting an automobile from the coast to the California coast. It is possible to get over what is worse than a trail by undergoing torture to both machine and its occupants.

"Let us suppose that there is a modern highway from the California line to Portland, that is, a road similar to the roads that California is now building—a road with a hard surface all of the way, and no grades over 5 per cent.

"At least one out of every five of the automobiles in California in 1915 would come to Oregon.

"What would that mean? At least two days would be consumed in the trip from the California line to Portland. The average cost per day for each car for necessities and comforts would be \$50. Most people who carry an automobile along as baggage will spend \$100 a day. Assume the lower figure. Each machine would spend in Oregon in two days \$100. On the return trip an equal amount, making \$200 per automobile that came from California to Portland.

"If one fifth of the automobiles in California in 1915 made the trip to Oregon, the result would be a road-

R. R. TAX OFFER IS DECLINED BY COURT

The County Court, at a meeting Friday, declined a proposition to compromise tax claims for 1908 made by the Oregon & California Railway. The company paid one half the taxes assessed for that year the total being \$30,576.18. One of the propositions was to pay one half the balance and another was to pay the remaining half without the accrued interest and penalty. The total with interest and penalty is about \$22,500. County Judge Beattie announced Friday night that the court would institute the usual proceedings for the collection of the money. Colonel J. R. Eddy, tax agent for the company, made the propositions. The taxes are due on land grants for which the government is suing.

COUNTY FOURTH IN FRUIT PRODUCTION

STATE EXPERT TELLS OF REMARKABLE GAIN MADE BY GROWERS HERE

METHODS OF FIGHTING PESTS GIVEN

School Children are Urged to Aid in Great Work—Crop in 1910 Brought \$321,000

H. M. Williamson, Secretary of the State Board of Horticulture, at a meeting Wednesday afternoon of fruit-growers and others, announced that Clackamas County was fourth in the production of fruit of the counties of the state. The meeting was held in the Commercial Club rooms and was for the purpose of educating the fruit-growers regarding the discovery and combating of pests and diseases and to stimulate the industry in this county. Several years ago, Mr. Williamson said, at least a dozen counties in the state lead Clackamas in the production of fruit.

"From 1900 to 1910," said the speaker, "the number of fruit trees in the county decreased from 462,900 to 282,900, which was caused by getting rid of worthless trees. However, in that period the production increased wonderfully. In 1900 50,000 bushels of fruit was the production, while in 1910 the production was 322,000 bushels. The value of the crop, including nuts, in 1900 was \$65,000 and in 1910 it was \$321,000. So if the county continues its rapid stride there is no telling where it will land as a fruit producing section."

A. C. Goodrich, fruit commissioner of this district, explained the various fruit tree diseases and how to combat them. He directed his address largely to the children, a score or more being present. Brenton Vedder, principal of the Gladstone School, accompanied a number of the pupils of the school to the club rooms.

H. G. Huntington, of Dover, said that fruit growing in his section had received a remarkable impetus recently. O. E. Freytag, County Fruit Inspector, elaborated upon the methods used for destroying pests and eradicating disease. The same men will speak at Barlow and Canby today, at Wilsonville tomorrow and at Eagle Creek and Estacada Saturday.

ARMORY FOR CITY IS AGAIN URGED

The Publicity Committee of the Commercial Club, at a meeting Wednesday evening, decided to do everything possible to provide an armory for Oregon City. O. E. Freytag, manager of the department, was appointed a committee of one to work with the Live Wires Committee and the committee representing Company L. O. N. G. It was decided to urge the legislature to make another appropriation for aiding the work of building armories. The former appropriation, which has been exhausted, supplied one third of the amount necessary. Dr. L. L. Pickens and J. W. Moffatt were appointed a committee to work in the interest of a bill making an appropriation. The Publicity Committee also decided to begin active work on the arrangements for Booster Day which will be held in April. Mr. Freytag will be in charge of the work.

R. R. COMMISSION PROBES CROSSING

State Railway Commissioners Campbell and Miller conducted a hearing here Friday in regard to the crossing of the Clackamas Southern Railway and Southern Pacific Railway Company. Evidence was heard regarding the proposed safety devices and which company should install them. B. C. Day represented the Southern Pacific and Grant B. Dimick and O. D. Eby the Clackamas Southern. Testimony was given by at least a score of persons. The commissioners indicated that they would make a decision in Portland.

SPARKS OF WISDOM FLASH FROM WIRES

VOLTAGE OF THOUGHT REMARKABLE WHEN MAIN TRUNK TURNS ON CURRENT

EACH MEMBER AN AMPERE IN SELF

Subjects for Consideration by Organization Range From Railways to Clearing River Bank

Harvey E. Cross, mayor of Gladstone; secretary of the Willamette Valley Chautauque Assembly; pioneer attorney and Main Trunk Line of the Live Wires of the Oregon City Commercial Club is the latest wire of them all. He has opened his reign auspiciously and has evolved a programme that will keep the Live Wires busy for months to come. Last week Mr. Cross hit upon the happy idea of asking each member to suggest a subject for the consideration of the organization and these are the replies he received:

Frank Busch—The speedy erection of a commodious public dock; egress and ingress most important point in selecting a site.

H. S. Mount—Improve Pacific Highway, new bridge across the Willamette.

T. Osmund—Pure water for Oregon City.

F. J. Tooze—Operate your own electric light and power plant.

L. L. Pickens—Better county and city government.

L. Adams—If we can get Bull Run water, which I hope we will, I suggest we turn the water plant into a municipal lighting plant.

John W. Loder—A modern city hall at the present location, with plenty of room for all city officials, a council chamber, recorder's court, vault for city records, a jug for the jailer, place for horse company and fine apparatus, booths for suffragettes, free reading room, combined with bureau of information about city, county and state.

F. A. Olmsted—Main street and the bridge should be much better lighted and the bridge kept clean.

J. A. van Brakel—Develop the civic personality of Oregon City.

Livy Stipp—A better organization of the road building system.

William M. Stone—Closer relation between capital and labor.

A. A. Price—The speedy erection of the elevator, and a pure water supply, and cluster lights on Main Street.

Grant B. Dimick—The early completion of the Clackamas Southern Railway will do more to develop the interior of Clackamas County and improve conditions in Oregon City than any other enterprise ever inaugurated in this county.

R. T. McElain—Complete confidence in our city and in each other for a Greater Oregon City and a free freight dock.

M. D. Latourette—Pave Main Street of Oregon City from Third Street to city limits on the north with "hard surface" pavement, and have County Court open up county road to Gladstone at most feasible place, and bridge the Clackamas River with modern steel bridge, thus paving the way for a first-class boulevard from Oregon City to Portland.

W. A. Shewman—Cooperation with the farmers in the propagation of the dairy and swine industry of Clackamas County.

Joseph E. Hodges—False standards of weight and measure too prevalent in the county and elsewhere, which costs the community from \$15,000 to \$20,000 or more annually.

T. P. Randall—Wholesome drinking water for Oregon City, and good roads for Clackamas County.

O. D. Eby and W. A. Hustley—The early completion of the Clackamas Southern Railway.

M. J. Brown—The big milk plant we might have had.

T. J. Gary—Take care of our goats. Clackamas County is the natural home for the Angora goat and long-wooled sheep. Encourage the raising of both.

M. J. Lee—Water, to drink, irrigate, and ship our products to market.

E. H. Cooper—Quick extension of Clackamas Southern to Mount Angel, with branch line from Maple Lane through Elvlyville to connect with new elevator.

E. Kenneth Stanton—Cleaning of river bank for about two blocks on each side of bridge.

E. E. Brodie—Good roads leading to Oregon City.

A. L. Beattie—Dredging of the Clackamas rapids and making at least a nine-foot channel at low water from Oregon City to Portland.

O. E. Freytag—One of the best stunts for Oregon City is to build an auditorium in which to hold public meetings, shows, fairs; that can also be used for a reading room, recreation room, rest room for men and women. If every man working in the mills would contribute a small sum and the farmers be asked to lend a helping hand, a building would soon be had.

E. C. Dye—Make the Commercial Club the hub of all local activities by encouraging in every legitimate manner the accumulation of money by laborers, clerks, tradesmen, dealers, farmers and professional men, and especially new comers, and those needing guidance, and by looking after the morals of the community, etc.

Partition is Asked.
M. L. Morris filed suit Friday against Jennie Harless, Irene Harless and George Kesseling for a partition of land in the J. T. Winfred D. L. C. township 5, range 2 east.

RECORDER NAMES WOMEN DEPUTIES

COMMITTEE NAMED TO COOPERATE WITH BOARD AND CITY COUNCIL

MANY PLANS GIVEN CONSIDERATION

Councilman Tooze Announces Bull Run Water Could be Obtained for Probably Only Two Years



E. P. Dedman, County Recorder-elect, who names deputies.

E. P. Dedman, who becomes county recorder next Monday, announced Thursday that his deputies would be Mrs. A. R. Williams, Miss Clara Buchegger, Miss Louise Cochran and Miss Edith Smith. Miss Nell Derby, one of the most efficient employees of a competent engineer to investigate the different sources of a pure water supply, with a view to its early utilization. The organization also sent a message to the Woman's Club, requesting its cooperation.

The city health officer and the other physicians of Oregon City came in for their innings and H. E. Cross, the Main Trunk Line of the Live Wires, was directed to use his good offices to obtain the cooperation of the doctors of the city with the authorities. Councilman Tooze was emphatic in his declaration that the physicians of each other. "Until they do," he said, "Oregon City should cooperate with a great deal of criticism for existing conditions should come to them."

Grant B. Dimick's motion urging the city council to increase the salary of the city health officer to \$75 per month, and also urging upon the county court to appropriate a like amount for the county health officer was unanimously adopted. "The city," said the ex-mayor, "should pay its health officer at least as much as it pays its policeman."

The discussion was participated in by F. J. S. Tooze, Dr. Hugh S. Mouni, B. T. McElain, J. E. Hodges, F. A. Olmsted, M. J. Lee, and others. Mr. Tooze made a very comprehensive report, going back to the date of the outbreak of the scourge and detailing what efforts had been made by the council committee on health, working with the city health officer and other authorities, to find some cause of the evil conditions and then finding an adequate remedy. He told of the rigid examinations that had been made of the filtration plant and the reservoir and of the analyses that had been made, and then explained the various propositions for pure water that had been investigated by the special council committee appointed by Mayor Jones. He said the intake pipe was in the basin at a most inopportune and dangerous place, where there is no current to carry away the refuse, and he believed that extension of the intake out into the river and the installation of a hydrochloric process would do much to minimize the danger of disease.

Mr. Tooze told of his interview, along with Councilman Horton, with Mayor Ruhlright, of Portland, relative to the feasibility of procuring Bull Run water, and he scattered the hopes of many of the advocates of that plan, when he explained that no contract could be made for a greater period than two years, because of the always prevailing possibility of a change in administration. He also explained that the reason Gresham had been given Bull Run water is because the pipe line runs through that town on the way to Portland, and he told of the unusual conditions that prevailed at Linnton, where Bull Run water is furnished at a very high cost to the consumers.

After discussing the various sources for a pure water supply that had been suggested, Mr. Tooze turned his guns of water knowledge on the artesian well supply. He said a company was ready to put in a 16-inch wood pipe from wells about nine miles from Oregon City, to guarantee 1,500,000 gallons every 24 hours, at a cost of 50 cents per month per consumer, on a basis of 1200 people. This concern would ask for a 20-year franchise, giving the city the privilege of purchase at the end of any 5-year period, at a price to be set by the public utilities commission. Mr. Tooze said the city could build its own plant, if desired, securing the land for \$500, laying the 16-inch pipe on cement blocks, eight feet apart, at a cost of \$30,000, installing pumps at an expense of \$5000, and drilling wells at a cost of \$2000. The operating expense, he said, would be about \$600 per month, including interest.

The Clear Lake proposition, by which it is proposed to supply all the towns of the Willamette Valley with pure water, next claimed the attention of Councilman Tooze, who has, within the last few days, talked with Lewis C. Kelsay, the engineer who devised the scheme, and who is consulting engineer for the State Board of Health. This plan does not meet with favor locally because of the fact that five years would be required to get water to Oregon City, whose need is urgent. Mr. Tooze concluded by stating that Mr. Kelsay had agreed with the council committee to make a complete investigation of the various water sources, and make a report to the city, and the committee will recommend an arrangement with

ALDERMAN TO SPEAK AT SCHOOL MEETING

The School Officers convention of this county will be held at the courthouse Saturday. Among those who will deliver addresses will be L. R. Alderman, State Superintendent of Public Instruction. He will deliver his address at 2 o'clock in the afternoon and his subject will be "What can be done for the country school?" "Lighting and ventilating of school rooms" will be the subject for discussion beginning at 10 o'clock. Other subjects to be discussed are "The drinking water," "Holidays," "The Annual Institute," "Local Meetings," "The Teaching of Agriculture" and there of course will be a "question box." T. J. Gary, Superintendent of the county schools, announced Monday that the chairman or a member of the boards in each district were eligible as delegates and each delegate was allowed by law \$2 expenses. Mr. Gary urges all officers to attend the convention and participate in the discussion regardless of whether they are delegates.

LEVYING OF ROAD TAX IS OPPOSED

Robert Clark Friday filed suit against County Clerk Mulvey to restrain him from allowing a levy of 10 mills for road work in District No. 44. The plaintiff alleges that he attended a meeting of the taxpayers of the district December 21 and says he intended to vote against a motion to levy a 10 mill tax. He avers that he was not allowed to vote and that the vote being a tie the motion was declared carried. Mr. Clark, who is represented by Brownell & Stone, says if he had been allowed to vote the motion would have been defeated. He says the minutes have been forwarded to the county clerk. Mr. Mulvey, of course, had nothing to do with the levying of the tax.

ADVERTISING PROFITABLE

An advertisement in the Enterprise brings results. A "Want Ad" in yesterday's issue brought an answer at 9 o'clock the same morning, before the papers were all distributed and another by noon. To that end that one would have to get up before the sun. "One who tried."

WATER PROBE IS STARTED BY WIRES

COMMITTEE NAMED TO COOPERATE WITH BOARD AND CITY COUNCIL

MANY PLANS GIVEN CONSIDERATION

Councilman Tooze Announces Bull Run Water Could be Obtained for Probably Only Two Years

Pure water for Oregon City.

In an earnest and concerted effort to better the water conditions of Oregon City, the Live Wires of the Commercial Club consumed nearly three hours Tuesday night in a discussion of this all-important subject, with the result that T. W. Sullivan, B. T. McElain and William Sheehan were appointed a committee to cooperate with the city council and water board in a solution of the problem that reached an acute stage with the present typhoid fever epidemic that is gradually ebbing. The Live Wires also recommended to the city officials the appointment of a competent engineer to investigate the different sources of a pure water supply, with a view to its early utilization. The organization also sent a message to the Woman's Club, requesting its cooperation.

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FRUIT EXPERTS TO LECTURE TO GROWERS

Meetings to encourage the fruit-growers of the county to get the best results will be held next week by Professor Wilson, of the Oregon Agricultural College; W. K. Newell, A. C. Goodrich, H. M. Williamson, T. W. Sullivan, O. D. Eby and M. J. Lazelle. The following schedule has been arranged:

Oregon City, January 8, meeting in Commercial Club room. Specimens of tree diseases will be shown. January 9, Barlow 10 o'clock in the morning and Canby at 2 o'clock in the afternoon. January 10, Wilsonville and January 11 Eagle Creek and Estacada or Garfield. The public is invited to attend the meetings and at all of them specimens of diseased trees will be shown.

SHAW WINS POINT IN SALARY SUIT

COURT DECLINES TO ENJOIN CITY TREASURER FROM PAYING MONEY

CASE TO BE HEARD ON COMPLAINT

Lawyers for Police Chief Argue that Client Did Work and is Entitled to Payment

Circuit Judge Eakin Monday declined to grant a temporary injunction asked by Grant B. Dimick, ex-mayor, against M. D. Latourette, city treasurer, paying the salary warrants of E. L. Shaw. This is considered a victory by Shaw, who acted as chief of police and jailer during the administration of Mayor Dimick, although the mayor declined to appoint Shaw chief. Shaw was represented by W. M. Stone, city attorney and J. E. Hodges, special counsel.

Judge Eakin announced in declining to grant the injunction, that he would take the complaint under advisement. Messrs. Stone and Hodges contended that the suit should have been against the city and not against the city treasurer, Charles E. Burns, appointed chief by Mayor Dimick, served four months, when he resigned and filed suit against the city for his salary. Judge Eakin decided inasmuch as the appointment had not been approved by the council, Burns was not chief and consequently not entitled to salary. Shaw meanwhile had been appointed jailer by the council.

Judge Eakin recently decided that Shaw was not chief of police during the Dimick administration, because he had been dismissed by the mayor, although the council had fought for his being retained. Shaw, however, has disposed of his warrants, and his counsel and himself are confident the court will decide they are valid inasmuch as he has not only performed the duties of chief of police but served as jailer throughout the year. The ordinance passed by the council creating the office of jailer provided for a salary of \$100 a month, the same as the chief received.

RAILWAY OWNERS ARE ENTHUSIASTIC

At an enthusiastic meeting of the stockholders of the Clackamas Southern Railway Company Saturday afternoon reports were made by the various officers. F. M. Swift, superintendent, reported that satisfactory progress was being made. Grant B. Dimick, secretary, reported that the road would be in operation to Mount Angel before next fall. W. A. Huntley, treasurer, reported that a great deal of stock had been sold in the past six months and that the financial outlook for the road was most gratifying. Many of the stockholders from various parts of the state and surrounding counties declared that the residents of their section were keenly interested in the road and that many who had not subscribed for stock would do so in the near future.

TRANSFER OF LOCKS TO BE MADE SOON

Announcement was made Monday that arrangements had about been completed for transfer of the locks and canal at the Fall of the Willamette by the Portland Railway, Light & Power Company to the government. Immediately after the transfer the locks will be free and preparations will be made for the work of enlarging and improving the canal as well as the weather and water will permit. That will mean a big addition to the population of Oregon City with at least several hundred men will be engaged in the work. The workmen of the city will be benefited by the flux of workmen and their families.

POULTRY SHOW IS BIG SUCCESS

MORE THAN 400 BIRDS AT SECOND EXHIBITION HERE

PREMIUMS ARE AWARDED FIRST DAY

Record Attendance Expected This Afternoon and Evening—Fanciers From Portland in Attendance

The finest poultry show even held in Oregon City was opened Friday morning at the Armory. The attendance throughout the day and evening was large, many of those present being from Portland. Marshall J. Lazelle was in charge, and he announced Friday night that more than 400 birds were on exhibition. Soon after the exhibition opened the judging was started and early in the afternoon all the awards had been made. The prizes were awarded the first day in order that they might be on display during the remainder of the evening, when a record breaking crowd is expected. Among those having entries are the following:

Paul Roth, Argyle Street, Portland; Carl Schenck, Oregon City; E. D. Slevens, Gladstone, Oregon; Mrs. E. D. Slevens, Gladstone; M. J. Lazelle, Oregon City; Glenn Seelley, Oregon City; Lewis Kell, Aurora, Route No. 3; August Krueger, Jr., 253 Columbia Blvd, Portland, Oregon; M. G. Christensen, Oregon City; C. B. Huyck, 814 Monroe Street, Oregon City; G. H. Webster, Gladstone; F. L. Oswald, Gladstone; George W. Cone, Oregon City, Route No. 3; Mrs. Wm. Greagan, Jennings Lodge; Fred G. Daugherty, Molalla, Oregon; J. J. Lippuner, Molalla, Oregon; Alta Plank, Woodburn; J. F. Plank, Woodburn; G. Harms, Canby, Oregon; Carl C. Krueger, 529 Columbia Blvd, Portland; Mrs. Lewis Kiel, Aurora, Route No. 3; F. W. Prudhomme, Oregon City; Wallace Cole, Oregon City; W. E. Simpson, Oregon City; Will Allen, Oregon City; Alon W. Shewman, Concord Station; G. H. Kordenat, Oregon City; Mrs. Brownell, Oregon City; Al Baxter, 283 McClellan Street, Portland, Oregon; Lewis Schiene, 461, Webster Street, Portland, Oregon; E. H. Yoder, Oregon City; Mrs. Wm. Hesseldin, Oregon City; M. Feldman, 350 Margaret Ave., Portland; C. Meyer, Oregon City, Route No. 3; Jay Myers, 620, Seventh Street, Oregon City; Wallace Mass, 808 Main Street, Oregon City; C. R. Terrill, Oregon City.

C. D. Minton and J. C. Murray were the judges, the awards being as follows:

Barred Rocks—first, H. W. Krupke, Portland; second E. D. Slevens, Gladstone.

Cockereel—first, H. W. Krupke, Portland; second, H. W. Krupke; third, Fred Daugherty, Molalla.

Hen—first, Fred Daugherty, Molalla; third E. D. Slevens.

Pullet—first and second, Fred G. Daugherty, Molalla; third H. W. Krupke, Portland.

Pens—first H. W. Krupke; second, Fred D. Daugherty.

White Rocks—Cockereel, first, Herman Schieve, Portland; second, Ella Plank, Woodburn. Hen—first, Herman Schieve, Portland; third, Herman Schieve, Portland; second, Ella Plank.

Buff Rocks—Cocks, first, Ella Plank, Woodburn; second, E. D. Slevens, Gladstone. Cockereel, first and second, Ella Plank. Pullets—first and second, Ella Plank.

Rhode Island Reds—Cock, E. H. Yoder, Oregon City; third, Lewis Kell, Aurora. Cockereel—second, Mrs. John Robins, Canby. Hen—third, E. H. Yoder, Oregon City. Pullets—first, Mrs. John Robins; third, Alon W. Shewman, Oregon City.

Buff Wyandottes—Cock, first, Mrs. William Hesseldin, Oregon City. White Wyandottes—Cockereel, third F. L. Oswald, Gladstone. Hens—second, F. L. Oswald. Pullets—second, Alon W. Shewman, Oregon City.